
White Pass & Yukon Route

Canadian Pattern W11 - U.S. Pattern W171

Conrad Tremblay (#1786)

Question - asked by Michael Dicketts: Is it a Canadian user punching U.S. stamps - or vice versa?

That question was first asked in the July 2000 issue of *The BNA Perforator* (No.110) and in the U.S. Bulletin No. 113.

This WP/&YR perforator (Fig. 1) was used at least until 1918. . To confirm this, I do own a perforated War Tax stamp issued in Canada in July of 1918, the MR51 issue.

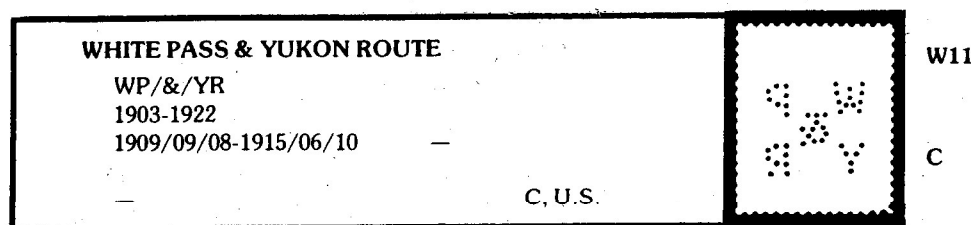


Figure 1. Canadian pattern W11 of the White Pass Yukon Route as illustrated in Johnson & Thomasson's *Canadian Stamps with Perforated Initials*.

The user's name: Looking at the time table reproduced in the Canada's Gazetteer & Shipper's Directory (Fig. 2) published in 1973, the user's name is "White Pass & Yukon Route". Its route started from Seattle, Wash., passed by Victoria or Vancouver, B.C., then to Skagway, Alaska by ocean steamer service, and finally by train to Whitehorse, Yukon, Canada. Fig. 3 shows the company's legal-size envelope and postcard with the corporate name.

The user's location: At the head of the time table (Fig. 2), you will find the user's name, the name of the president, and the location of their head office (Seattle, Wash.) and their Canadian office (Vancouver, B. C.)

Location of the perforator: The perforator was located in the head office in Seattle, where finance and transport was controlled. They would perforate stamps for their own use and also perforate Canadian stamps to be used by the Vancouver office, and for the post offices in the different steamers in service

Skagway. Figure 2 shows that the same pattern was used in both U.S. and Canadian stamps. It is also interesting to see a couple of oval R.P.O. cancels from the steamers (Figs. 4 and 5).

The railway time-table (Fig. 2) gives the name of the company's President (in 1973) as Mr. A.P. Friesen who operated from his office located in the Joseph Vance Building in Seattle. The same table gives the name of their main office in Canada, Vancouver, B. C. It is from this office in Canada that the CN and CP steamers (B. C. coast service) operated the service to Skagway, Alaska during the navigation season, a distance of 1043 miles (Fig. 6).

The time table also shows that from the steamer the railroad track passed by White Pass, Alaska, 20 miles away, going to White Horse, Yukon It stopped 17 times for passengers, supplies and mail. The trip took an average of 7 hours, and the return trip takes 8 hours and 15 minutes covering a distance of 111 miles (Fig. 2).

WHITE PASS and YUKON ROUTE

SKAGWAY

Ride the "Scenic Railway of the World" along the Klondike Gold Rush trail!

FULL & HALF-DAY TRIPS

White Pass Summit: 3 hr/40 mile rt • Lake Bennett Adventure: 8 hr/80 mile rt
 Bus & Rail Tours between Whitehorse and Skagway

WHITE PASS & YUKON ROUTE

A. P. Friesen, *President*,
 Joseph Vance Bldg.,
 Seattle, Wash. 98101 U.S.A.
 and
 510 West Hastings St.,
 Vancouver 2, B.C.

1	M	Table No. 914 Pacific Local Time	2
*1000	0	Lv... Skagway, Alaska..A	*1630
	20	Ar... White Pass.....Lv	
	30	Lv.. White Pass, Alaska..Ar	
	25	..... Meadows, B.C.....	
	28	..... Fraser.....	
	33	..... Log Cabin.....	
1330	41	..... Bennett.....	1325
	46	..... Pavey.....	
	52	..... Pennington, B.C.....	
	59	..... Watson, Yukon.....	
1400	67	..... Carcross.....	1010
	75	..... Langdowne.....	
	79	..... Lorne.....	
	89	..... Robinson.....	
	95	..... Cowley.....	
	103	..... Macrae.....	
	105	..... Utah.....	
*1700	117	A Whitehorse, Yukon..Lv	*0815

OCEAN STEAMER SERVICE TO SKAGWAY

Canadian Pacific (B.C. Coast Service), and Canadian National (B.C. Coast Service) operate steamers from Vancouver, B.C., to Skagway, Alaska during season of navigation. (see page 260)

The distance from Vancouver to Skagway is 1043 miles.

From Whitehorse, facilities of CP Air are available.

Figure 2. Time-table of the White Pass and Yukon Route showing the 10 a.m. departure from Skagway with arrival in Whitehorse at 5 p.m. Also shown is a variety of other information about the company and services offered.

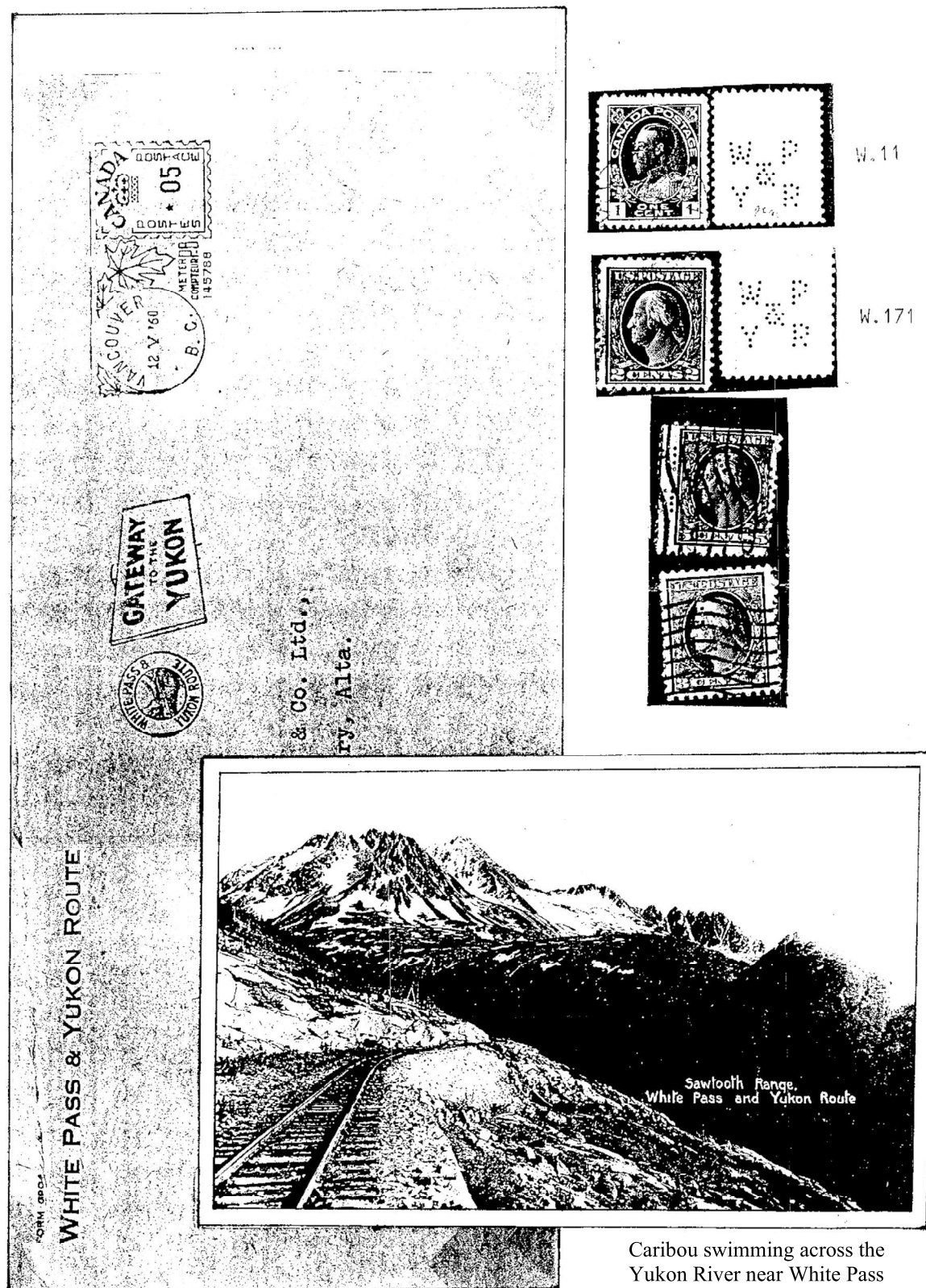


Figure 3. White Pass and Yukon Route corner card and post card, with examples of the (same) Canadian (W11) and US (W171) perfins used. Span of known stamp use in Canada is 1903 – 1922.



Figure 4. Cover mailed to recipient on Prince Edward Island, Canada from Juneau – at least. From the cancels we know that on September 1st the steamer left Juneau, Alaska. It received the Vancouver & Skagway R.P.O. cancel on September 20, 1907 and a September 22 machine cancel at Vancouver

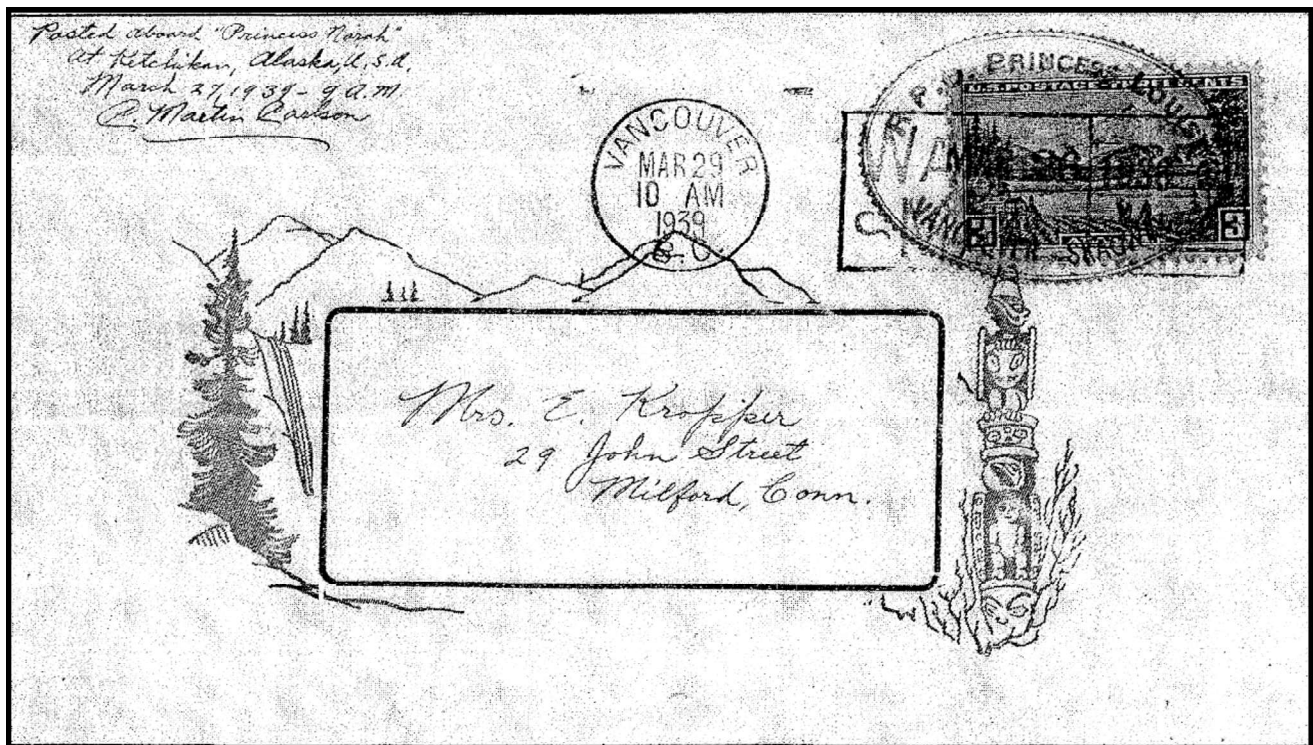


Figure 5. A second R.P.O. cancel showing use on the Princess Louise enroute from Vancouver to Skagway.

CANADIAN PACIFIC B.C. COAST STEAMSHIPS

<h4 style="text-align: center;">ALASKA CRUISES "PRINCESS PATRICIA"</h4> <p> Lv. Vancouver..... Lv. Ketchikan..... Lv. Wrangell..... Ar. Skagway..... Lv. Skagway..... Lv. Juneau..... Lv. Prince Rupert..... Lv. Alert Bay..... Ar. Vancouver..... </p>	<p>Round trip 7½ day passenger cruises during June, July and August—consult agents for dates and particulars.</p>
<h4 style="text-align: center;">VICTORIA - SEATTLE "Princess Marguerite"</h4> <p>One round trip daily including Sundays See page 618 for Schedules</p>	
<h4 style="text-align: center;">VANCOUVER - NANAIMO</h4> <p>Frequent Daily Service See page 618 for Schedules</p>	
<p>Frequent ferry service via B.C. Government Ferries also available between Vancouver, Nanaimo and Victoria Consult local Canadian Pacific agents.</p>	

CANADIAN NATIONAL B.C. COAST STEAMSHIPS

8-DAY CRUISES ON THE S.S. "PRINCE GEORGE" (Radar Equipped)

<h4 style="text-align: center;">NORTHBOUND</h4> <p>Read down Leaves Vancouver</p>	<h4 style="text-align: center;">PORTS OF CALL</h4>	<h4 style="text-align: center;">SOUTHBOUND</h4> <p>Read up Leaves Skagway</p>
<p>Round trip passenger cruises during June, July, August and September—consult agents for dates and particulars.</p>	<p> Lv. Vancouver.....Ar. Lv. Alert Bay.....Lv. Lv. Prince Rupert.....Lv. Lv. Ketchikan.....Lv. Lv. Juneau.....Lv. Lv. Wrangell.....Lv. Ar. Skagway.....Lv. </p>	<p>Round trip passenger cruises during June, July, August and September—consult agents for dates and particulars.</p>

Figure 6. Advertisements for steamship cruises sponsored by the Canadian Pacific and the Canadian National Railway steamships.

And as is always the way one question brings another one.

Was the rail division of the White Pass & Yukon Route sold to the Canadian National Railway in the 1950s? I found in my perfin collection two stamps with CNR perfins, both cancelled White Horse, YK.

A complete cancel is shown the block of four and it is the same cancel as seen on the two single stamps: The 10¢ indians drying skins stamp (Sc#301) has a CNR perfin from the CNR office in Montreal (C46) and was cancelled in 1955. The 20¢ papermaking stamp (Sc#362) has a pattern C45 from Winnipeg, MB office and was cancelled in 1959. Did the CNR have an office there or were these stamps used 'unofficially' by a CNR employee? Do you have

in your collection a CNR perfin with a White Horse cancel?

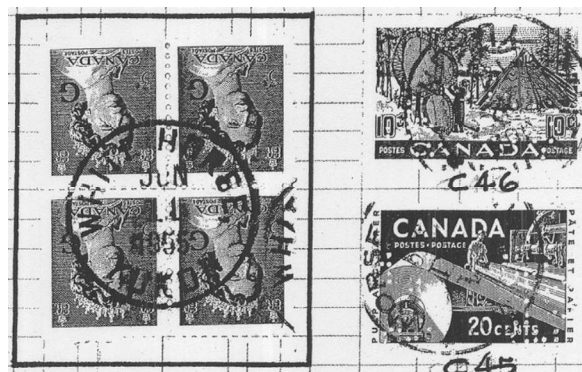


Figure 7. Cancels on stamps perfined CNR (C45 and C46) are suggestive of the fact that The CNR may have purchased the WP&Y Route possibly during the 1950s.